

## INTIMATIONS



CITY HALL.  
 THIS EVENING (TUESDAY),  
 the 27th November,  
 THE LOFTUS-TROUPE  
 PATIENCE (by request)  
 WILDE TRANSPORTS OF AESTHETIC  
 CRANES.  
 THE HEAVY DRAGON  
 STARCH  
 THE SUNFLOWER AND LILY!  
 MRS. GILBERT AND SULLIVAN'S  
 Celebrated Comic Opera,  
 PATIENCE;  
 OR  
 ANTHONY'S BRIDE.  
 at the New and Beautiful Scenery by  
 Mr. C. J. BARBER.  
 CORRECT COSTUMES.  
 Original Business as directed by the  
 Author and Composer.

OF WILLIAM BLAKENEY.

CAST OF CHARACTERS.

OLD BUNTHORPE..... Mr. C. J. BARBER.  
Nestor Post.....  
ALD GROSVENOR..... Mr. JEFF. D'AV.  
Myllic Post..... GELIS.  
BUNTHORPE'S SOLICITOR..... Mr. HAWES..  
LAWLEY..... Officers (Mr. JAS. HARR.  
JERGATON..... of Dra.. Mr. B.O'BRIEN.  
THE DUKE..... Mr. F. W. OAK-  
UNSTABLE..... Guards. LAND.  
OF OFFICERS OF DRAGOON GUARDS.

BY ANGELA  
 OF SAPHIR  
 BY ELIA.

CONIOLFE.  
 MISS GILYLOFTUS  
 MISS MYRA SYD-  
 DONA.  
 MISS MINIE NOEDT.  
 MISS VICTORIA  
 LOFTUS.  
 ROROUS OF RAPTUREOUS MAIDENS.

-EXTERIOR OF CASTLE BUN-  
 CORNE.

I-A GLADE, THE HOME OF  
 E WARELERS.

Arranged by MR. JEFF. D'ANGELIS.

of 15 Minutes between 1st and 2nd Acts.

can be secured.  
J. CHAS. DAVIS,  
Manager.  
November, 1883. [2143

Undersigned begs to notify the Public  
that he has resigned his appointment as  
for the Ports of Tientsin and Taku, and  
has no in further connection with the  
Slate Company.

**JAMES WATTS.**  
15th November, 1883. [2151]

**PRIVATE DANCES.**

**NOR GIUSEPPE PENATI, Professor**  
of Music in Hongkong, is open to  
engagements as **PIANIST** at Private Dancing  
Parties. Charges strictly moderate.  
Residence No. 24, Praya Central.  
November, 1883. [2152]

**NOTICE.**

The Employees of the Undersigned are only  
authorized to collect Rates, and the  
Undersigned will not be responsible for any  
S contracted by them. This notice has  
diversified some time ago in the News-  
and it is again noticed to prevent any  
mistake.

**YOUNG TAI LOI,**  
Shop.  
November, 1883. [2153]

LIMITED.

SWATOW, AMOY, AND FOOCHEW.  
Company's Steamship

"KWANGTUNG."

M. Young, will be despatched for the  
Ports To-MORROW, the 28th inst., at  
FOUR; instead of as previously advertised.  
Freight or Passage, apply to  
DOUGLAS LAPEAKE & Co.,  
General Managers. [2147]

November, 1888.

---

R VICTORIA, PORTLAND, AND  
HONOLULU.

S Steamship

"VORTIGERN."

John Brown, will be despatched as above on  
the instant.  
Freight, apply to  
DUNN, MELBYE & Co.,  
Outward Agents. [2148]

November, 1888.

FOR SAISON.  
Steamship.

"ATALANTA,"  
M. G. Pfaff, will be despatched for the  
SUNDAY the 22nd December.  
Sailing has commenced.  
Freight or Passage, apply to  
SORY SHING,  
Bonham Strand,  
November, 1883. [2150]

VICTORIA HOTEL,  
22, PRAYA CENTRAL.  
PRIETORS DORABJEE AND  
HING KEE,  
LAST LEASERS OF THE  
HONGKONG HOTEL.

Community of Hongkong are respect-  
fully informed that the VICTORIA  
HOTEL will be OPENED on SATURDAY,  
December, 1883.  
November, 1883. [2134]

THE ESTATE OF JOAO LUCIANO  
BRITTO, DECEASED.

I, Persons having any CLAIMS upon  
the above ESTATE are hereby required  
to particulars of the same on or before  
the day of November, 1883, to the Under-  
signed, and all Persons who are INDEBTED  
to the above ESTATE are also required to pay  
to the Underigned on or before the

Hongkong, 15th November, 1883.  
BERKELEY, WOTTON, & DEACON,  
Solicitors,  
25, Queen's Road,  
Hongkong.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT.  
HONGKONG HOTEL BUILDINGS.

FOR SALE.—A Fine Assortment of  
WHITE and RED BURGUNDIES,  
THE HUNTER, CHATELAIN,  
CHARD, RICQUEBOURG CHAMPAGNE,  
and Quarts, OLD PORT, SHERRY,  
WHISKY, COGNAC, &c.  
LIQUORS, SYRUPS, and PER-  
fumes, &c.  
October, 1883. [1897]

**PURE** Fine Flavoured Blend equal in  
Bouquet and Style to the Finest French  
Whisky.  
Sole Agent, Hongkong,  
C. L. THOMPSON.  
October, 1883. 1884















Yunnan. To those who have considered the proposition we think there can be no doubt

Yunnan. To those who have considered the proposition we think there can be no doubt as to its advisability if the projector can show—as we think he will be able to—to its feasibility. At present the two great empires of India and China, though really neighbours, are practically sundered by the difficulty of communication through small and obstructive intervening states and by the mutual conservatism of the Government. Mr. COMPTON takes a strong interest in the property of British Burma, with which country he has been officially connected, and he is also desirous of seeing the trade between India and China developed. The value of the foreign trade of India over the last five years, the Empire being taken as a whole, was, in 1895, £136,136,136; in 1896, an increase of £225,705; that of the exports, £4,655,111, a decrease of £480,669; or at least a trade of nearly ten millions sterling. This, as the *St. James's Gazette* remarks, when quoting the above figures, is a “very small trade for an Empire of over 250,000,000 of people, and a country which has a frontier of 10,000 miles with the communities beyond the land frontiers of India are generally barbarous and poor, while the frontiers themselves for the most part consist of impassable mountains. Were the communications improved, there could, doubtless, be a considerable trade developed between India and China. But the communications are at present nearly closed, and the intervening Burmah and Chinese States throw all possible obstacles in the way of an increase of trade. In Thibet, again, trade is prohibited; and with the remaining countries there is little scope for developing commerce.” Formerly there was a considerable trade growing up with Thibet, but the Chinese and Thibetan States, and the Indian States, have since the opening of the Indian trade, probably from the fear lest Indian trade should interfere with the brisk tea of Szechuen. The King of Burmah, moreover, who has always retained for himself the monopoly of trade in his own dominions, has proved an impassable barrier to the opening of communication with Yunnan. The Chinese Government, however, from the utmost repugnance to any overland trade routes being established between India and China. It has always been the policy of China to maintain, when possible, small tributary states on her borders so that they may act as buffers between her and the larger powers whose frontiers lie beyond. This she has done with success from the time of the Manchou Kien from the beginning

TUNNAN. To those who have considered the proposition we think there can be no doubt as to its advisability if the projector can show—as we think he will be able to—its feasibility. At present the two great empires of India and China, though really neighbours, are practically sundered by the difficulty of communication through small and obstructive intervening states and the consequent commercial isolation of the movement. Mr. CORQUOIGNY takes a strong interest in the property of British Burma, with which country he has been officially connected, and he is also desirous of seeing the trade between India and China developed. The value of the foreign trade of India over the land frontiers of the Empire during the years 1880-81 was £1,200,000, and the exports of £525,705, that of the imports, £4,655,111, a decrease of £240,669; or a total trade of nearly ten millions sterling. This, as the *St. James's Gazette* remarks, when quoting the above figures, is a “very small trade for an Empire of over 250,000,000 of people. It is to be recalled, however, that the communications between the land frontiers of India are generally barbarous and poor, while the frontiers themselves for the most part consist of impassable mountains. Were the communications improved, there could, doubtless, be a considerable trade developed between India and China. But the communications are exceedingly difficult, and the mountainous character of the country shows all possible obstacles in the way of an increase of trade. In Tibet, again, trade is prohibited; and with the remaining countries there is little scope for developing commerce.” Formerly there was a considerable trade growing up with Tibet, but the Chinese and Tibetan Authorities have done their utmost to keep out the Indian and European traders, and the Chinese authorities should interfere with the brick tea of Szechuen. The King of Burma, moreover, who has always retained for himself the monopoly of trade in his own dominions, has proved an impenetrable barrier to the opening of communication with Yunnan, while the Chinese Government have shown their determination to keep the Indian and Chinese trade routes between established between India and China. It has always been the policy of China to maintain, when possible, amicable relations with her border and tributary states on her borders so that they may act as buffers between her and the larger powers whose frontiers lie beyond. Thus she would maintain Tonquin from becoming French, Burma from becoming British, and India and Independent Burmah from falling under the dominion of the British Crown. These would be points of immediate contact with the “outer barbarian” which would unquestionably lead to progress in China through their means, by gentle pressure of example if by no more forcible means, and the Peking rulers are becoming more and more conscious of this, and become indoctrinated with the spirit of reform. There can be little doubt, we think, that any attempt to make the railway proposed by Mr. CORQUOIGNY will be disapproved at Peking, and it will probably not be allowed to cross the Chinese frontier unless the Chinese mandarins fancy it may in any way pay them back to the Government in the Chinese Empire. The Siamese Government may also, of course, raise objections to the railway running through the Shan State tributary to the Lord of the White Elephant, but this is not so likely, for the King of Siam is an enlightened monarch who would not care to create the monster which would be the cause of the trouble and the anxiety certainly would decline to do the bidding of Peking. Nevertheless, there are sure to be some obstacles to the scheme raised for it will work such important results that it is bound to excite a certain amount of opposition. But we feel confident that, before many years have passed, India and China will be in contact, Burma, too, will be brought into immediate contact, and that the large and direct trade must spring up between them, no matter how strong the discouraging influences that are at work against its development.

TUNNAN. To those who have considered the proposition we think there can be no doubt as to its advisability if the projector can show—as we think he will be able to—its feasibility. At present the two great empires of India and China, though really neighbours, are practically sundered by the difficulty of communication through small barbarous and retrograde states which stand almost consciously in the way of the Government. Mr. COQUEMOUN takes a strong interest in the prosperity of British Burma, with which country he has been officially connected, and he is also desirous of seeing the trade between India and China developed. The value of the foreign trade of India over the past few years shows the Empire enjoying a most rapid increase; imports rose from £1,367,000 in 1895 to £2,525,705 in 1901, of the exports, £2,655,111, a decrease of £480,669; or at least a trade of nearly ten millions sterling. This, as the *St. James's Gazette* remarks, "when quoting the above figures, is a 'very remarkable' trade for an Empire of over 250,000,000 of people." But the Chinese frontier is still closed, and the communities beyond the land frontiers of India are generally barbarous and poor, while the frontiers themselves for the most part consist of impassable mountain ranges. Were the communications improved, therefore, could, doubtless, be a considerable trade developed between India and China. But the communications are already fairly good, and the independent Burmah and Siam add to all possible obstacles in the way of an increase of trade. In Thibet, again, trade is prohibited; and with the remaining countries there is little scope for developing commerce." Formerly there was a considerable trade growing up with Thibet, but the Chinese and Tibetan authorities have since become so jealous of the Indian traders, probably from the fear lest Indian trade should interfere with the brisk tea of Szechuen. The King-of-Burmah, moreover, who has always retained for himself the monopoly of trade in his own dominions, has proved an impassable barrier to the opening of communication with Yunnan, and the utmost repugnance to any overland trade routes being established between India and China. It has always been the policy of China to maintain, when possible, amicable tributary states on her borders so that they may act as buffers between her and the larger powers whose frontiers she bordered. Hence, Chinese officials have long been becoming French, Korea from having swallowed up by Russia, and Independent Burmah from falling under the domination of the British Crown. These would be points of immediate contact with the "outer barbarian" which would unquestionably lead to progress in China through their means, by gentle pressure or compulsion if necessary. But it is not at all anxious for the Chinese people to become indoctrinated with the spirit of reform. There can be little doubt, we think, that any attempt to make the railway proposed by Mr. COQUEMOUN will be discouraged at Peking, and it will probably not be allowed to cross the Chinese frontier in any way save a check to the French movement in Cochin-China. The Siamese Government may also, of course, raise objections to the railway running through the Shan States tributary to the Lord of the White Elephant, but this is not likely, for the King of Siam, though somewhat backward, would not care to create obstacles to a project calculated to improve the country, and he certainly would decline to do the bidding of Peking. Nevertheless, there are sure to be some obstacles to the scheme raised for it will work such important results that it is bound to excite a certain amount of opposition.

BUT before we can consider the question, before many years have passed, India and China will, through Burmah, be brought into immediate contact, and that large and direct trade must spring up between them, no matter how strong the discouraging influences that are at work against its development.

**TRADE PROSPECTS ON THE RIVER OF SOUTH CHINA.**

In preceding articles we have directed attention to Mr. COQUEMOUN'S remarks on the feasibility of a railway connecting Yunnan to the coast of South Yunnan from the westward and southward via India and British-Burma. Looking at matters from a Hongkong point of view, Mr. COQUEMOUN BABE'S observations on the same subject have, however, still more practical value. That gentleman's report (published under the auspices of the Royal Geographical Society) on the trade, population, cities, industries, manners, customs of the peoples inhabiting portions of Szechuen and Yunnan, together with several very valuable remarks on the physical and geological aspects of the country, forms the most interesting, the best told, and vital perhaps the most instructive volume of travels which we have under our hands for some time. Mr. COQUEMOUN clearly of opinion that Hongkong should be the terminus and principal outlet of trade in produce from Southern Yunnan. We have frequently called attention to the apathy displayed both by our merchants and officials touching the trade prospects of the vast region on the north-eastern side of great rivers,—streams, creeks which in various directions intersect the Kwangtung and Kwangsi provinces, extending far into the heart of eastern Yunnan and the Hun-shui-kiang (Red water river) and its principal feeder the So-loo-kiang (Southern Yellow River), affording access to all parts of Kwangtung and penetrating into the province of Kweichow through the medium of one of its principal affluents the Fu-ho or Kwei-tung river (Kwai-lung), the capital or provincial city and seat of government of the Kweichow province. This grand natural system of water communication is, by the mistake of our geographers, commonly called the Yangtze, rendered available to the districts and provinces in which, under a more liberal and enlightened administration, would reap untold benefits from the possession of these waterways.

We have not the slightest doubt that a line of steamers similar to those now plying between Hongkong and Shanghai, and considering the fact that it can hardly be too long, might without any great deviation be used to include Macao in its route. We are in a position to state that at various points trade has already partly flourished and partly been conducted partly overland and partly by sea.

As to the line of steamers already running between Hongkong and Canton, an arrangement has been made for a stoppage at the town of Bogue, to take up passengers from the East River districts to the eastward and the important and wealthy Sze-tau towns to the westward, whenthe traffic might descend via the Tuen-chün creek to the stopping place of rendezvous at the Bogue. As an alternative arrangement two lines of light draft steamers might ply between Tuen-chün, the town of Sze-tau, capital of the district, and Hongkong on the one hand, and another line up the East River via Tai-ping, Tung-kun city of Shek-long, and Pok-lo to Kwei-shin and Wei-chau, two adjacent cities on the East River, beyond which the river is not navigable for vessels of any considerable size or depth of draught, on the other. The stopping places of the two lines suggested as stopping places or ports of call the two most important are Tuen-chün to the westward and Shek-long to the eastward; the former is a great entrepot for rice and other produce of the Shun-tai district, and the latter is situated on the East River, some twenty miles above the Bogue forts, is the great sugar mart of the province, The vast quantities of British opium and tea when regarded from a general point of view it may appear to be, yet does give occasional signs of a certain semi-dormant vitality, or a new well known poetical writer so truthfully puts it:—

The sluggish East upheaving  
Gires with feverish thrust,  
And cannot find the way  
From the torors of the West.

And are long we hope to see even China become alive to the necessities and advantages of the use of the steamship, and to understand this is needed will be better understood when we mention that in districts of the East River within fifty miles of Hongkong rice occasionally cannot be procured for less than three to four dollars per picul which could be bought in Hongkong for half the amount.

**THE HONGKONG CITY HALL**

The annual meeting of the shareholders and subscribers to the City Hall was held in the library on the 14th instant. There were present:—Hon. F. B. Johnson (Chairman), Messrs. D. Rattrays, F. D. Sassoon, W. H. Forbes, L. D. Dalrymple, A. C. MacEwen, and H. L. D. Dwyer (Secretary).

The following report was submitted to the

condition.

The following estimate (which amounts to \$106,611) is perhaps found necessary after the above inspection of the building.

HONGKONG, 22ND JUNE, 1883.

THE CHAIRMAN said—Gentlemen, the business we have to lay before you to-day, so far as the committee are concerned, is a very simple one. It is simply to move that the report now laid on the table be adopted, and that the accounts for the last year be passed. You will I am sure, regret with me that our reverend character has not been able to attend, his illness diminishing. The causes of this unsatisfactory state of things are alluded to in the report, and I am greatly afraid that considering the depressed state of our trade and the heavy loss in the value of our stock, we must expect any great increase in the subscriptions. The time, I think, is ripe when we may ask the Government to review its relations to the City Hall. We are strongly in favour of a more systematic and forthright action, and we expect from the popular and elective members an expression of the public opinion on the subject, and we also have a Government—to whom the question will be laid—ready to meet any case of justice we may merely. I hope the forthcoming year will see the grant renewed, and that this essentially public institution will receive what is entitled to public support.

THE CHAIRMAN said—Gentlemen, please pass the resolutions and adopt the report.

MR. FORBES seconded.

Carried.

This was all the business before the meeting.

**THE NEW WATERWORKS AT TAI TAM.**  
**TAM: GEOLOGICAL NOTES.**

In view of the very great importance attached to the question of an efficient water supply, residents will be glad to hear that the Government are proceeding with considerable rapidity. Doubtless had our able Surveyor-General had his own way in the matter, the Colony would have been a great deal better off. The Government water supply and efficient arrangements for supplying our numerous and powerful fire engines, and the apparatus which in a place situated as Hongkong is, on a steep declivity, is a matter peculiarly deserving attention.

By the courtesy of Mr. J. Orange, C.E., resident engineer in charge, I have been enabled to inspect the works now so satisfactorily proceeding. The plan, as far as the Government are concerned, is to build a weir in the Tai Tam valley, the water from which will be conveyed through a tunnel under the Wong-mee-shong up to a reservoir at a considerable elevation above the highest level of the sea, and from there to the town from the overhead. My visit, made in the afternoon, was but a brief and hurried one, so that I had no time to follow out the plan in its details.

progress. The proposed course of the tunnel is indicated above ground by a number of little brick pillars, on which are affixed most convenient signs adjusted slightly to the ground surface. The alignment of the tipples driven into the roof of the tunnel itself, indicating its centre. The system of rights will at once be seen by the observant visitor to be urgently necessary; as, for example, the tunnel might be at a little, or so little higher elevation than its entrance mouth, that requiring water to flow up hill and making the whole affair a fiasco; or, again, the tunnel might be at a little, or so little lower elevation than its entrance mouth, and would not meet, which would involve much additional vexation and trouble; hence the absolute necessity and in fact economy of employing a system of rights at the entrance of the tunnel at the works. At a short distance beyond the shaft and incline house reference is made to the southern or entrance mouth of the tunnel is arrived at. The tunneling is progressing rapidly and good work is being accomplished, described, except that the boring having progressed several hundred feet farther in the hill, the workmen do not entirely quit the tunnel on letting the blast pass, but continue following for this purpose. The debris of rock tunnel for the explosion is removed from the tunnel by tracks running on a narrow transverse incline, and the debris is hauled up the incline and continued to an incline near by, from which the debris is picked by tilting up the end of the trucks. The tunnel is about 100 feet high, or perhaps a trifle more, by the side of the incline. The debris of rock from the reservoir will be about eighty feet from its foundations, by some two hundred yards or more in length. I much regret that the time at my disposal did not permit of my making accurate stations. The excavations for the dam intersect the bed of a stream at right angles to its course and terminate in thrust faults, which rise from either side of the stream.

Geologically considered, the excavations of the dam are so far of much more interest than the rock that the tunnel passes through. The rock is of the northern end of the tunnel as yet penetrated is a reddish coarse-grained granite, somewhat poor in crystals of quartz. It is most instructive to notice the manner in which the rock is composed of rock of water combined with carbon dioxide and other matters absorbed by rain water in its passage through the atmosphere and percolation through the superimposed strata. The rock and subsidiary minerals has formed veins of crystalline substances, in some places wholly crystalline which penetrate and vein the partially decomposed granite.

The black mica, discolored on its side of the

[illegible][illegible]

at  
 er  
 n-  
 he  
 at  
 to  
 by  
 ate  
 of  
 he  
 g-  
 br  
 in  
 or  
 eat  
 and  
 toh  
 eat  
 of  
 the  
 in-  
 ince  
 of  
 to  
 ses  
 een  
 re-  
 nes  
 nel  
 and  
 the  
 lai-  
 the  
 era  
 Lo-  
 gra-  
 are  
 are  
 the  
 con-  
 son  
 The  
 as a  
 ent,  
 in-  
 hem  
 under  
 yan,  
 and  
 was  
 clay  
 and  
 they  
 the  
 out-  
 can  
 the  
 tion,  
 g of  
 to the  
 long  
 anges  
 nant  
 on if  
 to be  
 tang  
 enops  
 , be-  
 the  
 ight  
 uction,  
 lles,  
 least  
 or or-  
 quer,  
 posed  
 of the  
 ventir  
 acti-  
 qua-  
 in-  
 The  
 nizes  
 ship  
 nces  
 al of  
 price  
 admit  
 a few  
 w sa-  
 n the  
 called  
 bank-  
 nin-  
 nish  
 nlost-  
 nance-  
 rapet  
 s-on  
 made  
 which  
 are of  
 amon-  
 The  
 from  
 ndant  
 found  
 13th  
 to the  
 d, one  
 ndant-  
 of the  
 whose  
 g the  
 nant,  
 nary,  
 nate  
 s, the  
 ction  
 short  
 s ac-  
 Kanak  
 into  
 of the  
 d, that  
 n man;  
 death  
 d the  
 s. The  
 others  
 these  
 dent  
 When  
 these  
 reorge  
 for the  
 and the  
 the fol-  
 bor.  
 from  
 daily,  
 three  
 cum-  
 very of  
 more.  
 health  
 at the  
 nately  
 ad his  
 obbers  
 of an



